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THE POINT OF IMPACT: This was the scene at London Bridge Station when the 7.30 a.m. train from Ore, Hastings, came into the rear of an empty train standing in the platform. A coach of the stationary train was forced over the buffers and destroyed a bookstall, and two railwaymen were trapped in the driving cab of the incoming train. *Inset on left*—**Within the cab of the Ore train a doctor can be seen giving a blood transfusion to one of the trapped men. It was of no avail, and both men died before the trains were parted**

The LONDON BRIDGE TRAIN CRASH

A Vain Effort to Free the Trapped Railwaymen

The London Bridge train crash resulted in three deaths and in thirty-five people being injured. For nearly three hours squads of firemen, railwaymen and doctors fought to save the lives of the two trapped motormen. Despite giving transfusions they failed, and just before the men died a clergyman climbed among the debris and talked to them. While the doctors were at work an asbestos sheet had to be fixed up over them to stop red-hot metal falling on them from the oxy-acetylene cutters

Below—**THE COACH WHICH JUMPED THE BUFFERS: Around it is the wreckage of the bookstall and the coach is seen on the platform. A man standing near the bookstall was fatally injured, but the motorman of the stationary train jumped clear**

A HEROINE OF THE MALTA CONVOY: An aerial view of H.M.S. "Nelson," one of the five capital ships which Britain is to scrap under the Admiralty's Naval modification plans. The "Nelson" was launched in September 1925 and, like the "Queen Elizabeth," she fought in Home and Far Eastern waters during the Second World War. She escorted the Malta convoy of August 1942 in one of the darkest periods of the war in the Mediterranean, and subsequently took part in the African landings, the invasion of Sicily and Italy, and operations against the Japanese in Malaya. It was on board the "Nelson" that the Armistice with Italy was signed on September 9, 1943. The "Nelson" was really a reduced edition of the 48,000-ton battleships ordered in 1921 and later cancelled

FAREWELL TO FIVE OF BRITAIN'S FIGHTING SHIPS

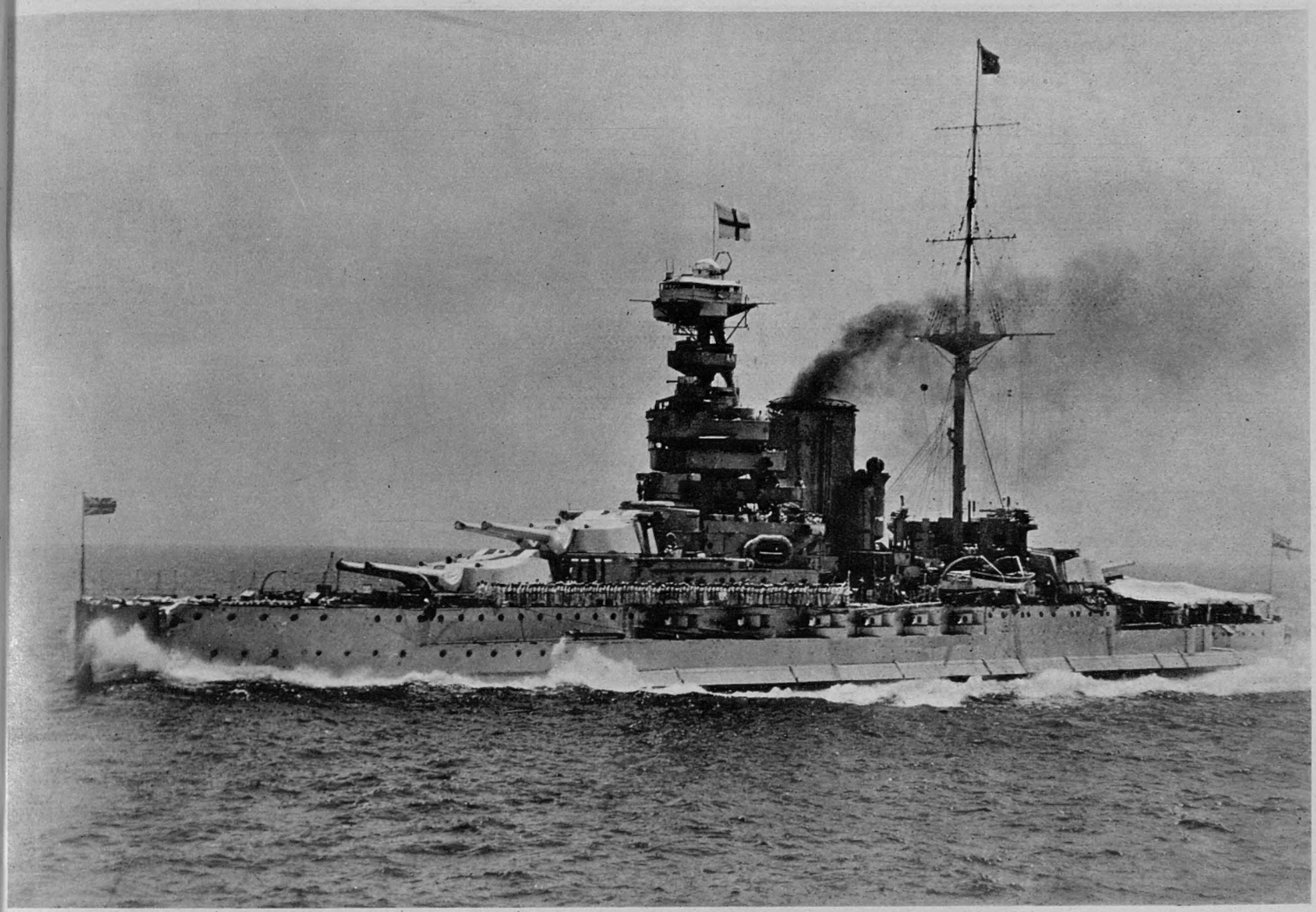
The Scrapping of "Nelson," "Rodney," "Renown," "Queen Elizabeth" and "Valiant"

It has been known for a considerable while that many of Britain's capital ships would have to be scrapped, and now the axe has fallen. The four battleships *Queen Elizabeth*, *Nelson*, *Rodney* and *Valiant* and the battle-cruiser *Renown* will now go to the shipbreaker's yard, and the battleship strength of the Royal Navy will be reduced to nine. Of these, *Vanguard*, *Duke of York*, *George V*, *Anson* and *Howe* will remain in commission, while *Malaya*, *Ramillies*, *Resolution* and *Revenge* are in reserve. These four were all laid down during the 1914-18 war and could not now be made fighting ships by modern standards.

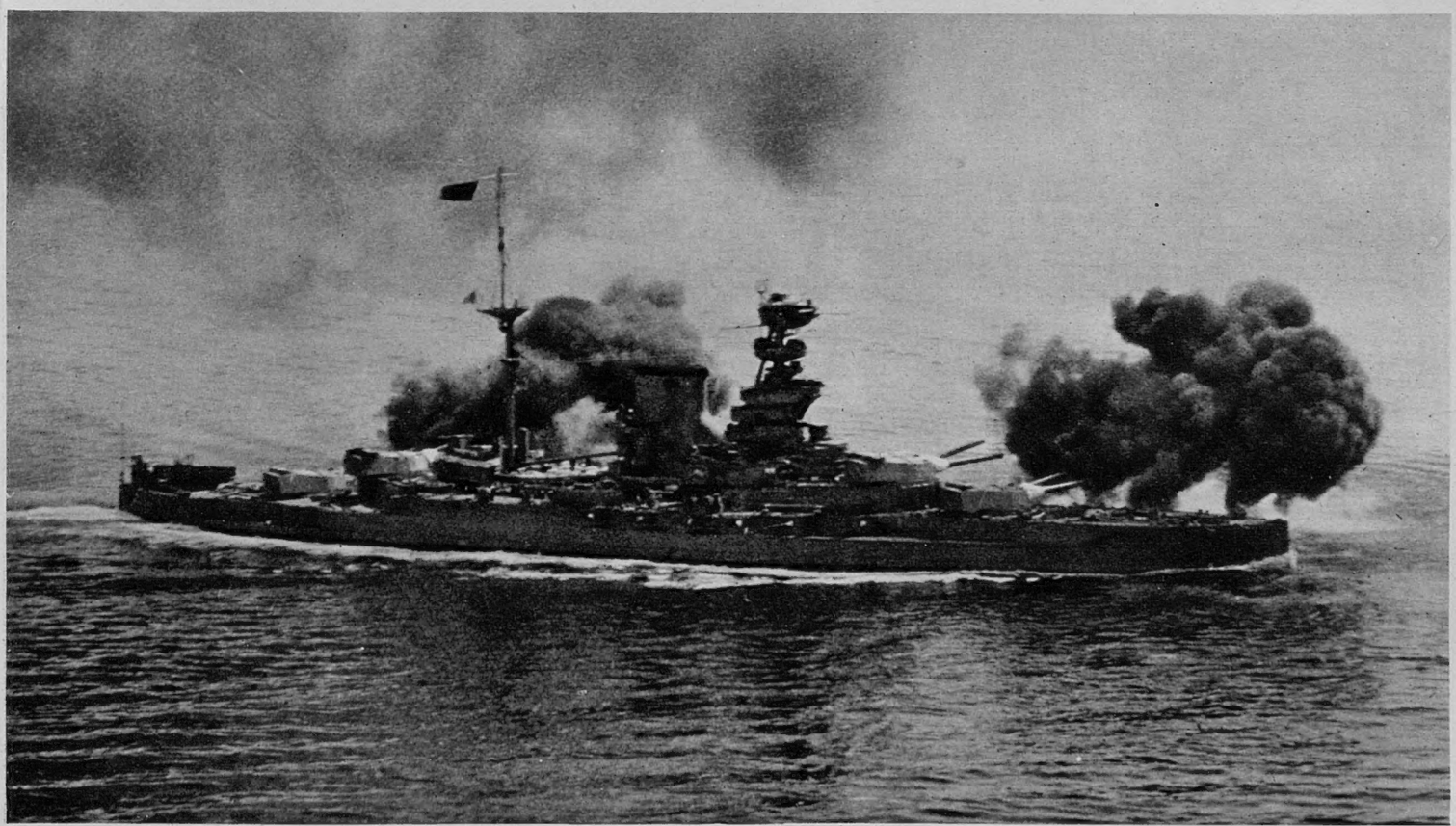
In addition to the scrapping of the five over-age capital ships, seven cruisers will be sold, and some smaller warships will also be disposed of during the next twelve months. Lord Hall, at a Press conference held shortly before he made his announcement in the House of Lords, said: "The First Sea Lord and I feel like padres taking a funeral service for a number of old friends. The ships the Admiralty are scrapping are old friends in every sense of the word to every officer and man in the Navy."

THE 30,000-TON BATTLE-CRUISER "RENOWN": The "Renown," completed in September 1916, took the Duke of Windsor, then Prince of Wales, on his world tour in 1920-22. In the late war she fought the "Scharnhorst" off Narvik, the enemy escaping in a snowstorm. Later she served in the Mediterranean and helped in the chase of the "Bismarck" in the Atlantic, when Admiral Tovey avenged the sinking of the battle-cruiser "Hood"

"NELSON'S" SISTER-SHIP—THE 33,000-TON "RODNEY": H.M.S. "Rodney" also saw much war service in the Mediterranean, and during the Normandy landings was one of the warships which bombarded strong-points on the French coast. She and the "Nelson" are now at Rosyth. "Rodney's" original cost was £7,617,799, guns and turret armour taking up £3,000,000 of this sum. She was the first British warship to mount 16-in. guns



SHE RECEIVED THE SURRENDER OF THE GERMAN FLEET IN 1918 : The "Queen Elizabeth," 32,000-ton battleship and nameship of her class, was commissioned in December 1914 and became flagship of the Eastern Mediterranean Squadron. Later she was Beatty's flagship when he was C.-in-C. of the Grand Fleet, and it was on her deck that the official surrender ceremony took place at the close of hostilities. During the Second World War the "Queen Elizabeth" served in the Home and Eastern Fleets, and in 1944 took part in air strikes on Sabang and Sourabaya, Java. She has lately been in use as an accommodation ship at Portsmouth. The original cost of the "Queen Elizabeth" was about £3,000,000, but the reconstruction of this class, between 1925 and 1933, involved an expenditure of about £11,000,000 per ship. During the course of these modifications the control top and bridgework were remodelled

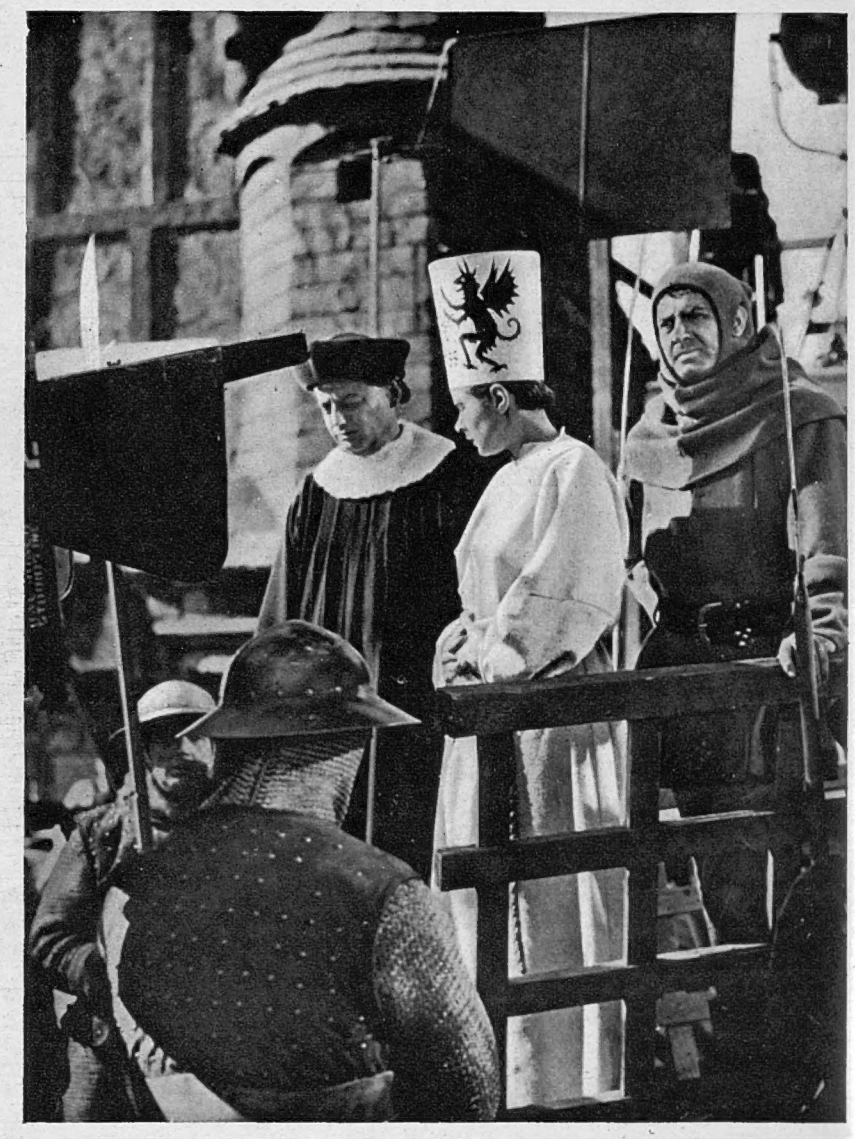


H.M.S. "VALIANT" FIRING A BROADSIDE—THE SISTER-SHIP OF THE "QUEEN ELIZABETH" WHICH IS ALSO AMONG THE FIVE CAPITAL SHIPS TO BE SCRAPPED : The "Valiant," the first battleship to be launched during the First World War, came through the Battle of Jutland undamaged. In March 1941, when our fortunes were at a low ebb, she took part in the Battle of Matapan, the night action in which the Royal Navy trounced the Italian Navy with the aid of radar-directed guns. Later the "Valiant" operated off Crete and played a part in the Sicily landings as Italy's Fascist Empire came to its inglorious close. The "Barham" was lost in November 1941, a bitter blow to British hopes in the Mediterranean, but "Valiant's" other sister-ship, "Warspite," which fought at Narvik, emerged from the war, and is now being broken up for scrap off Prussia Cove, where she went aground when being towed to the shipbreakers

THE MAID OF ORLEANS RESTS BETWEEN "SHOTS": Ingrid Bergman, wearing aluminium armour weighing 30 lbs., relaxes on the set of the new film which is being made of the story of Joan of Arc. Walter Wanger and Ingrid Bergman's film company, Sierra Films, are making this screen version of Maxwell Anderson's Broadway play success *Joan of Lorraine*, in which Miss Bergman played the title-part. Walter Wanger is producing the film in Technicolor, Victor Fleming directing, Maxwell Anderson and Andrew Solt were responsible for the screenplay, Ingrid Bergman again plays the Maid, and the picture will be distributed by R.K.O. Radio. Research for the film occupied a year, and it was established that no characters associated with Joan before her capture by the English were connected with her trial and the burning at the stake which followed

JOAN'S MOTHER CUTS THE MAID'S HAIR: Ingrid Bergman wears a wig for this scene, her own hair afterwards

THE NEW FILM OF "JOAN OF ARC"



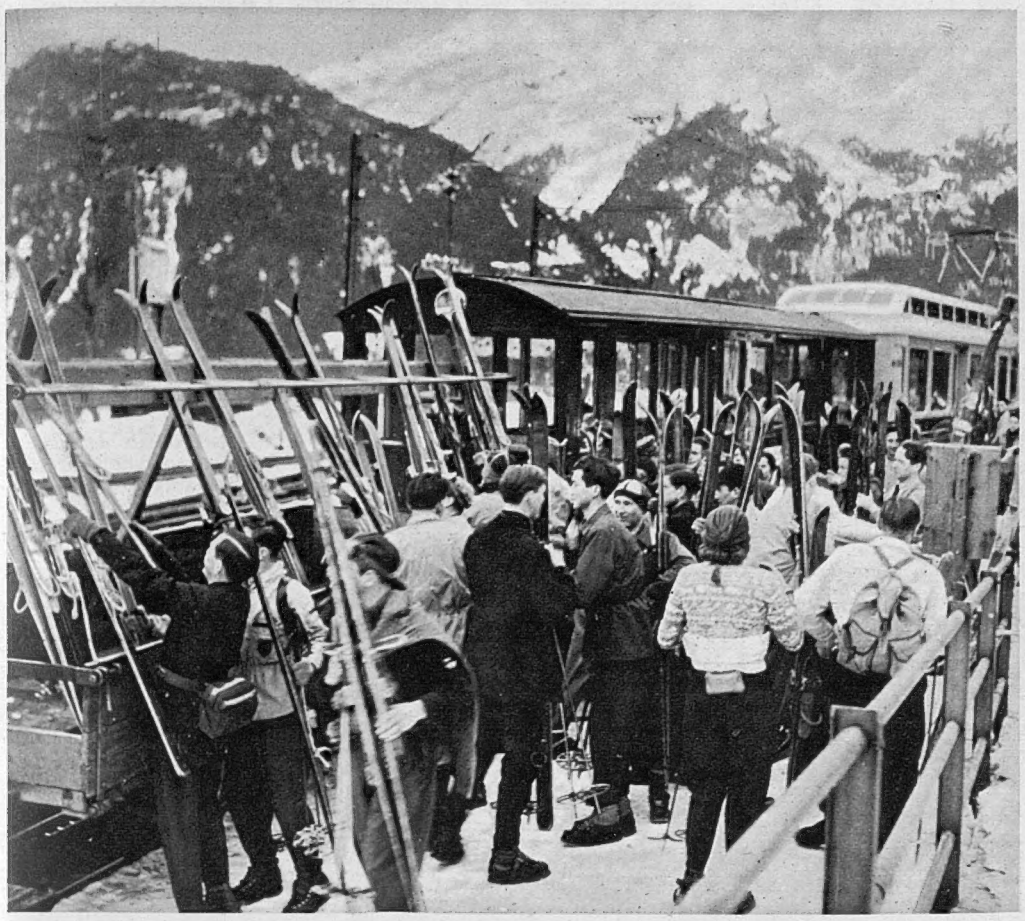
JOAN RIDES IN A TUMBRIL TO THE STAKE: The priest is played by Shepperd Strudwick and the executioner by Bill Kennedy. When the first faggots are lit, Ingrid Bergman herself is tied to the stake; later a double stands in for her and finally a dummy "Joan" (or Ingrid) is substituted for the burning. The film is said to have cost 4,600,000 dollars. It may not be shown here

JOAN IS ATTACKED: This scene in which a ruffianly guard attempts to assault Joan occupies only 50 ft. of the film and is said to be the only "love" scene in it. Ingrid Bergman received the highest praise from New York critics as Joan in the original play

On right—**THE FINAL SCENE WHEN JOAN IS BURNT AT THE STAKE: The film has a number of spectacular scenes, including the Siege of Orleans, the Coronation of Charles VII and the burning at the stake. The large star cast includes seventy-seven speaking parts**

OLYMPIC CONTRAST

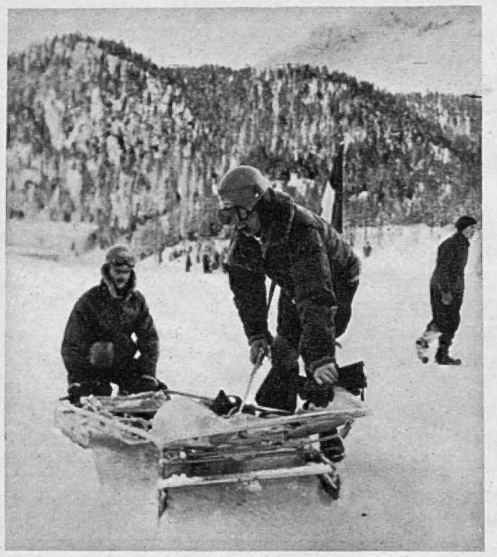
The British Winter Sports Teams in Switzerland are Hard-pressed for Cash, while the Norwegians do it in Style



UP THE ICY MOUNTAIN—MEMBERS OF THE BRITISH OLYMPIC SKI TEAM PUTTING THEIR EQUIPMENT ON THE SKI WAGON: They were about to set off for the snowfields at Scheidegg, where they have been practising for the Winter Sports Section of the Olympic Games. Thirty-one nations are competing in Olympic events, and Britain is represented in ski-ing, bobbing and figure-skating

CASUALTY NO. 1: Jimmy Palmer-Tomkinson, captain of the British Olympic team, ran his ski-stick point into his thigh during practice, and had to be taken to a Swiss Clinic for X-ray. Here he is being transported by sledge ambulance through the main street of Wengen, accompanied by Miss R. U. Croxton (left), the secretary to the ski-team of Great Britain, and known to the team as "Aunty." This was not the only trouble confronting the British Olympic team, the other being one of finance. Our representatives have had very little over after paying expenses, and sometimes three of them have been reduced to sharing a bowl of soup at the mid-day halt or clubbing together to provide the few francs necessary for a bath. Most of them have just enough to buy one beer in the evening. This shortage in their allowance has certainly done nothing to heighten British prestige abroad

THE BRITISH SKI TEAM SET OUT FOR THE HIGHER PRACTICE SLOPES: The team leaving Wengen for Scheidegg for a hard day's practice. Owing to shortage of foreign currency they must needs travel third class



MEMBERS OF THE BOBLET TEAM: Wing-Commander Coles and Flying Officer Briggs (left) handling their boblet after a trial run. The British bobs and boblets have been specially made

THE NORWEGIANS DO IT IN STYLE: Halvor Arnesen, the captain, of Oslo, superintending the cutting of a cheese which the Norwegians brought to St. Moritz among other special rations. *On left*—Scheoen and Thoresen, two members of the Norwegian bob team, resting after a trial run down the bob run at St. Moritz. This is the first time the Norwegians have entered a bob team, and they hope to gain experience for the next Olympiad

ALASKA TUGS at the MARSHALL PLAN

America's Far North Has a Possibly Vital Role in the Ordering of American Security

By FERDINAND TUOHY

GIVEN the manner in which people in certain quarters more than look askance at the Marshall Plan, alleging it to be a cleverly-staged piece of camouflage masking an American policy of self-interest first and last, it soothes the soul to observe some of the tuggings that have been going on in Washington, aimed at diverting dollars earmarked for Europe to other points of the American defence compass. The argument is that it may be all right to defend the United States in Europe and the Mediterranean, but they also have to be defended in the Pacific and the Far North. Both of these regions have strong protagonists who require to be held in proper balance by Secretary Marshall and his general staff of planners.

Anything that General MacArthur stands out for is sure of a support that it would be extremely foolhardy to neglect, and the great man has been fighting hard for bigger appropriations, the yielding of which could not but make inroads on aid to Europe. "MacA." does not want these extra funds to build up military defensive might, so much as to develop his grandiose conception of a quickly-restored Japan operating simultaneously for her own and the American economy.

But it is over the Far North—Alaska—that the tug has been most noteworthy, and here the demand for money has been made exclusively on the score of the defence of the national territory. A newspaper and lobbying campaign is being conducted for the immediate appropriation, this year, of an initial £125,000,000 for the air, sea and land defence of this far-distant possession which is but a handkerchief's drop from Asiatic Russia, as jet-propulsion goes. Alaskans and their backers openly declare that dollars will flow to Europe, which should by rights be going to them as the first bulwark against potential Soviet aggression. The central assertion is bald—namely, that the Russians could fly over the present American bases and installations at Seward, Anchorage and Fairbanks, and penetrate deep into U.S. territory. Mr. Atwood, editor of *The Anchorage Times*, hammers it home that any attack in the foreseeable future would be by long-range bomber and guided missiles, and he names Seattle, San Francisco, Chicago and Detroit as quite conceivable targets.

One can imagine how this rouses a Colonel MacCormick, who is already building anti-atomic dug-outs below his *Chicago Tribune*. But it is not so easy to laugh the matter off when one learns that General Spaatz, Air Force Chief of Staff, gave emphasis to the Alaskan situation before the Truman Air Policy Commission. Spaatz quoted intelligence reports of a 14,000-plane Russian Air Force of which possibly 1,000 are bombers of the B-29 type which devastated Japan, with additional hundreds of the very fast jet-fighter type.

Alaskans think they might well be in the safest place in the world, to start with, as the enemy flew over and on. Yet such a view is not general. A second school of thought propounds that an enemy would set about capturing the American nerve-centres of Anchorage and Fairbanks, and any others that might come to be built, by way of a stepping-stone to the greater adventure beyond, inside the United States proper. Where there is unity of thought concerns the likely source of attack: over the top of the world or over the very narrow Bering Strait.

This buffeted and icy channel of destiny is currently described as a hostile barrier, a brand of no-man's land from which even Eskimos are barred. Russian and American commanders keep to their respective sides and have no official or social contact of any kind. The Strait dividing them is a grim, bleak gap where plane suspicion, distrust and animosities are verging on hate. American pilots do not venture near Soviet territory, knowing only too well what would happen if they did. The Russians do not miss to the same extent their inability to fly over American territory; and here enters irony.

The principal American nerve-centre, Ladd Field, Fairbanks, together with neighbouring air stations, were built to enable the Russians to ferry Lend-Lease planes over to Siberia and on into Russia. The Russians refused to let American flyers do this work. They preferred to fly over the Bering to Alaska, collect their planes—and take in their surroundings at the same time. The result is that the Russians to-day have hundreds of experts who know the main American lay-out in Alaska, and that the Americans have hardly a soul who is correspondingly well-equipped in respect of the Soviet side of the Strait.

The fact that two air generals command in Alaska harmonises with the interpretation that the territory's defence is nine-tenths air. The Navy is relatively little involved, the only port of entry, Seward, being much of the year iced-up and in semi-darkness. It hasn't been quite so easy to shake off the Army which, only lately, terminated Exercise Yukon about 100 miles east of Fairbanks. For this ground-defence manœuvre, 250 men of the crack 2nd Division were flown up from Washington (not D.C.) in thirty troop-carriers called "Flying Box Carts."

But the accent is every time on an intensive development of the air arm extending to all its manifestations—weather observations and geographic surveys, air reconnaissances and constant vigilance by radar and radio, rescue operations and, by no means least, experimental work and training of crews in extremes of temperature found nowhere else. The Americans in Alaska are contending against two forces—the potential human one across the Strait, and the fierce Arctic and sub-Arctic climate which may mean work at 50 below zero. And the Eskimo quits at 40 below!

First and foremost it is claimed that lack of funds (diverted to Europe) is holding up suitable American defence. Then follows a string of other reasons, including the weather, the short construction season (apparently about four months), difficulties of getting materials into the interior, and a labour market which remains woefully short on account of the conditions attached by civilian workers. An Eskimo demands £18 a week for the least-paid work of dog-team driver, which is more than the U.S. commander of the naval installations at Port Barrow draws in pay.

At present the only arterial communications are the Alaskan Highway cutting through a tip of Canada (which is more than interested in the defence of Alaska) and what is called a "tottering" railway joining Seward to Anchorage and Fairbanks. This railway serves an area one-fifth the size of the United States, and is frequently submerged in snow. The Highway, too, is often out of action through flooding and subsidences.

So it is firmly held that the first thing is to build up Alaska in order that many more Service personnel and skilled and unskilled workers may be able to live there during the basic constructional period running over several years. This means proper housing for men and families from much milder climates, as distinct from the flimsy structures in which over 4,000 specialising air personnel are living at Fort Ladd. It means concentration on roads, railways, pipelines, hangars, and "nose docks."

Nose docks are imperative, as mechanics are unable any longer to touch engines at 55 degrees below zero. The noses are heated and big enough to cover the engines and wings of the great B-36 bomber. Possibly these emergency nose docks give the true measure of what the Americans are up against as regards nature. The black bears and buffalo are not nearly such an impediment. In fact, the Americans are rather bucked about the buffalo, which were practically liquidated in the States, but are now making a rapid comeback in Alaska.

Mention of the United States brings me to another aspect of this story.

The Campaign for Alaskan Defence has already had effect in the dispatch of a jet-fighter squadron for the first mass tactical operation, Exercise Alaska. But it is felt that the main impetus will come by the incorporation of Alaska as the fiftieth State of the Union, after Hawaii, the soon-to-be forty-ninth . . . which we were to have been. However, it's pointed out that "Old Glory" is at liberty to continue taking fresh stars *sine die*, and that we can still be the fifty-first or mayhap a later luminary.

America purchased Alaska eighty years ago from the Russians. The sum: 7,200,000 dollars, or one-eighteenth of the amount asked in one year for the territory's present-day defence. As things stand, Alaska is administered as a sort of stepchild by the Department of the Interior. It has no State political or economic systems, being chiefly run by vested interests which rather wish things to continue as they are.

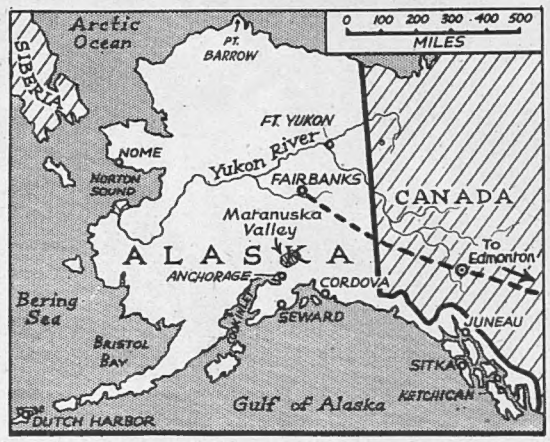
But it is said to be a 2 per cent. minority, and there's not any doubt but that President Truman or his successor will formally add Alaska to the Union, probably this current year.

That, it is felt, will be the go-ahead signal for the putting of Alaskan defence on a proper footing, and if this can be done without interfering with the free, anti-war play of the Marshall Plan, it will be two feathers to the cap of the Double Eagle.

It may be heart-sinking to pour forth wealth on guided missiles when most of us want to guide food into our interiors, yet these Russians are formidable flyers to have a handkerchief's drop away. One of them flew 6,000 miles non-stop round the Arctic Circle to San Francisco, and that was a dozen years ago. A second Russki pilot arrived in Alaska, smoking fiercely from a wood fire he had lit inside the fuselage, and that was only four years ago.

If Alaska is to receive its first big development by reason of strategical situation, pioneer Bob Reeve considers that it can add a third industry to its existing two: salmon fishing and gold-dredging. Bob, who runs an airline with two planes, sees a great tourist future for Alaska. Mountains towering to 20,000 ft., a chain of smoking volcanoes. Nature raw but of grandeur.

And it isn't always Arctic. The Japan Current makes part of Alaska not too cold, even in winter.



WHERE ALASKA REACHES TOWARDS THE POLE: An aerial view of Point Barrow, the northernmost settlement in the territory, showing the airstrip built by the United States Army. The picture was taken in high summer as the polar pack-ice and the snow were melting. Summer in Point Barrow lasts throughout the month of July

WITH MARKOS AND HIS TROOPS

Life Among the Greek Guerillas in Northern Greece

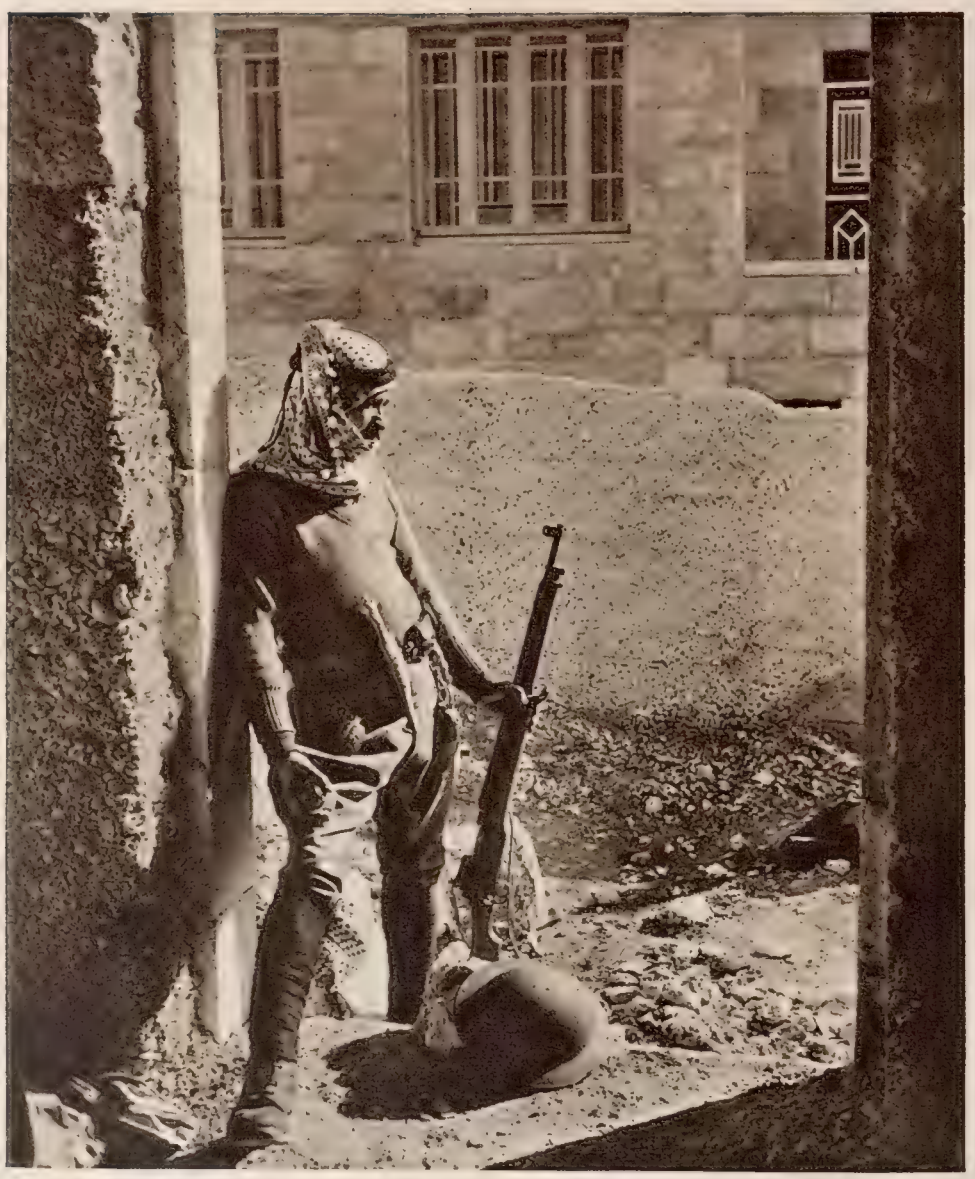
General Markos and his Greek guerillas lost the battle for Konitza, of that there is no doubt, but they made good their retreat, many units seeking sanctuary in Albania, and the guerilla army of the far north lives to fight another day. General Markos claims to have established a Greek Government on northern soil, and there is evidence that he has a sphere of influence in Macedonia. His continuous hold over any one neighbourhood is precarious, and the better-equipped Greek regulars have driven him from more than one stronghold of recent weeks. The size of the guerilla force is hard to estimate, but it may amount to 200,000 or more, and it seems to be well supplied with ammunition from across the Albanian border. In the coming months it will no doubt be Markos's policy to stretch the lines of communication of the Greek Regular Army to the limit and to set about exhausting a Greek Government already in the throes of financial trouble. It is doubtful if Markos will again seek a pitched battle or, indeed, engage any main body.

THE GIRL WITH THE SUB-MACHINE-GUN: This twenty-year-old Greek Amazon joined the guerilla forces of General Markos operating in Northern Greece after hearing the news that her father and brother had been arrested by agents of the Greek National Government. She wears trousers and gaiters of British Army pattern

GENERAL MARKOS VAPFIADIS AND HIS PRINCIPAL LIEUTENANT: The leader of the Greek guerillas, and self-styled Premier of the new Government established in the far north of Greece, seen with General Kikitsas (right), who commands a guerilla Army Corps in Macedonia. Markos is forty-two years old, and is slight and fair-haired with blue eyes. As a young man he worked as a house decorator, a builder and a lamp-lighter. In 1924 he joined the Communist Party, and after that was in trouble with the police almost every year for provoking strikes

SHOT DOWN BY GUERILLA TROOPS IN THE ARDEA PLAIN, MACEDONIA: The wreckage of a two-seater Harvard used by the Greek Royal Air Force in attacks on General Markos's mountain positions. Spitfires have also been used by the Greek Royal Air Force, but the guerillas have been an elusive target

AT A GUERILLA HEADQUARTERS IN THE MACEDONIAN MOUNTAINS: *Left*—An alfresco meal under cover of the woods. *Right*—A farm building used by General Markos during a recent period of fighting. Markos never stays in the same headquarters for long, as planes are ever on the look-out for him. The letters E A M (the Left-Wing organisation) have been in part obliterated from the walls of the building in order not to attract the attention of the spotters



AN ARAB VOLUNTEER STANDS GUARD OVER A BUILDING IN THE BAKAAR LOCALITY OF JERUSALEM: Chained to his belt are two hand-grenades and he carries a third in his right hand. Ammunition pouches and a dirk also adorn his belt, and in his left hand is a rifle of American pattern. His British-type steel helmet reposes on the ground in front of him

A COUNTRY UNDER ARMS

Arab and Jew Prepare Against the Day When British Troops will Leave Palestine

THE UBIQUITOUS BREN: Arabs manning a machine-gun and rifle post in the Bakaar district of Jerusalem, recently the scene of considerable fighting between Jew and Arab

To-day Palestine is more than ever a country under arms. As Britain prepares to surrender the Mandate on May 15 and to evacuate her forces, a task that is being complicated by current congestion at the ports, both Jew and Arab attempt to augment their forces against the day when they will be free, if they so will, to decide the Palestine issue by arms. While the Jews are speeding up illegal immigration, embarking from Italian and Bulgarian ports men of military age who would at once become recruits to Haganah, the defence force of the Jewish Agency, the Arabs are not only recruiting in Palestine but in surrounding lands, in Syria, the Lebanon, Transjordan and Egypt. There are secret training grounds in many parts of the Near East, and the Arabs are for the most part using weapons filched from the battlefields of Cyrenaica and Egypt when the tide of battle rolled back from Libya almost to the banks of the Nile. On these pages are shown Arab, Jewish and British defence units. The British are shown defending the Jewish colony within the walls of Old Jerusalem

On right—In the besieged Jewish colony of the Old City of Jerusalem, 1,500 Jews are at present surrounded by Arabs both inside and outside the four-century-old walls. At the present time the Jews are protected by Highland Light Infantry and artillery troops of the British Army stationed behind sandbag fortifications in houses, in streets and on roofs. Barbed-wire barricades not only protect the streets of the Jewish quarter, but are also placed on the walls and edges of roofs so that Arabs cannot scale them. Food purchased by the Jewish Agency is brought to the inhabitants of the quarter by a heavily-armed Army truck convoy, and the food is rationed—half a loaf for each man, woman and child.

Old Jerusalem, built with rocks dug from far underground—leaving catacombs which the Arabs are believed to be using for infiltration when the British troops leave—presents a strange spectacle of three-level warfare. Underground in caverns, on streets and in houses, the battle is carried on nightly between Haganah and Arab irregulars with the British troops between the two trying to keep law and order. There are 36,000 people in the Old City, few of whom are Christians, and only 1,500 Jews. It is likely that a major battle will take place when the British withdraw, with Haganah defence forces prepared to sacrifice 1,000 men rather than let their "sacred citadel" fall

THESE VERY WALLS WERE ONCE PATROLLED BY ROMAN SENTRIES: A British officer looking over the ancient parapet of the Old City of Jerusalem beyond a slum area to some of the buildings of the modern city. The officer belongs to a Highland unit now attempting to keep peace between Jew and Arab at this focal point of the struggle, looked upon by the Jews as a "sacred citadel"

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HOLLAND AND INDONESIA SIGN A TRUCE IN BATAVIA HARBOUR—THE RECENT CEREMONY ABOARD THE AMERICAN TRANSPORT "RENVILLE," WHICH MARKS A NEW STAGE IN RELATIONS BETWEEN THE MOTHER-COUNTRY AND HER FORMER COLONY: *Left*—**Dr. Frank Graham (wearing glasses), U.S. member of the United Nations Committee, witnessing the schedule of twelve political principles which are to be the basis of future negotiations between the Dutch and the Indonesians.** *Right*—**Amir Sjarifuddin, the Indonesian Premier, who resigned last Saturday, adding his signature to the document**

Ever since the close of the Second World War Holland and her renegade Republic of Indonesia have been hammering out their differences, sometimes on the battlefield, and latterly round the conference table. Britain at one time acted as mediator in this dreary dispute, but it has now very properly become a United Nations affair, and the U.N. Committee of Good Offices has been hard at work bringing the parties together at Batavia. As a result of the Christmas proposals of the Committee of Good Offices, a truce agreement was decided upon in January. This agreement consists of twelve principles which are to form the basis of future discussion, and when these were signed and witnessed on board the United States transport *Renville* in Batavia harbour, it was felt that a cautious but important step had been made towards the final goal of Dutch and Indonesian understanding

BERLINERS COMMEMORATE THE FOUNDERS OF THE SPARTACUS LEAGUE—MEMBERS OF THE RUSSIAN-SPONSORED SOCIAL UNITY PARTY (S.E.D.) ATTEND A MEMORIAL SERVICE BESIDE THE GRAVES OF ROSA LUXEMBOURG AND KARL LIEBNECHT, LEADERS OF GERMAN SOCIALISM BEFORE, DURING AND AFTER THE FIRST WORLD WAR: *Left*—**A general view of the service.** *Right*—**Wilhelm Pieck (of the S.E.D.) delivering his memorial speech at the graveside**

Rosa Luxembourg and Karl Liebnecht, who were commemorated by the Communists in Berlin on January 15, constituted the greatest thorn in the side of the German monarchy during its last two decades. Rosa Luxembourg was born at Zamosc, Russian Poland, in 1871, of Jewish extraction, and she escaped deportation to Siberia by flying to Berlin, where, though in fact the wife of a Polish revolutionary, she went through a form of marriage with a German to secure German citizenship. She joined forces with Karl Liebnecht in 1906, founding with him the Spartacus League, and she won notoriety and the sobriquet of Red Rosa by the complexion of her views. After the Revolution in November 1918, Rosa Luxembourg took a leading part in the Spartacist Movement. She was arrested with Liebnecht in Berlin in January 1919, and it is believed that she was killed by the mob. Liebnecht is said to have been shot during an alleged attempt to escape. His father, Wilhelm Liebnecht, was one of the revolutionaries of 1848 and a friend of Karl Marx

THE OVERLANDERS—PETER JOPLING, JOHN CLOWES, RALPH SLEIGH, JOHN BROWN AND THE "CAPE BELLE": These four adventurers, using the celebrated Table Mountain as backdrop, are seen posing in front of the dusty white-painted truck in which they arrived recently in Cape Town after a gruelling 10,300-mile journey from Britain. The four travellers, three of them ex-British officers and one a farmer, claimed they had set up a record by reaching Cape Town from Algiers in 24 days 22 hours. They had started from Folkestone to beat the Britain-Cape record of 31 days established in 1939 by Mr. Humphrey Symons and Mr. H. B. Browning

A TELEPHONIC RESEARCH STATION IN THE ALPS: This station, built in 1944 on the Chasseral, at a height of over 5,000 ft., is being used by the Swiss authorities in the conduct of a series of multi-channel telephonic tests. By using ultra-short and micro waves, it has been found that six calls can be transmitted on a single wavelength simultaneously, and with practically no interference. It is hoped that the system will soon be available for public service; and that it will overcome the current congestion on overloaded trunk lines. The Chasseral is well known to travellers, commanding, as it does, a celebrated view of parts of West Switzerland, the Black Forest, the Jura and the Alps

"SNOW" FOR EXPORT: Men shovelling naphthalene snow into sacks in a specially-built chamber on the premises of the Gas, Light and Coke Company at Beckton. When the naphthalene has been heated by steam coils, it vaporises and flakes into a silver snow. This is exported to fur-trading countries, where it is used as a moth-repellent

MANY INVENTIONS

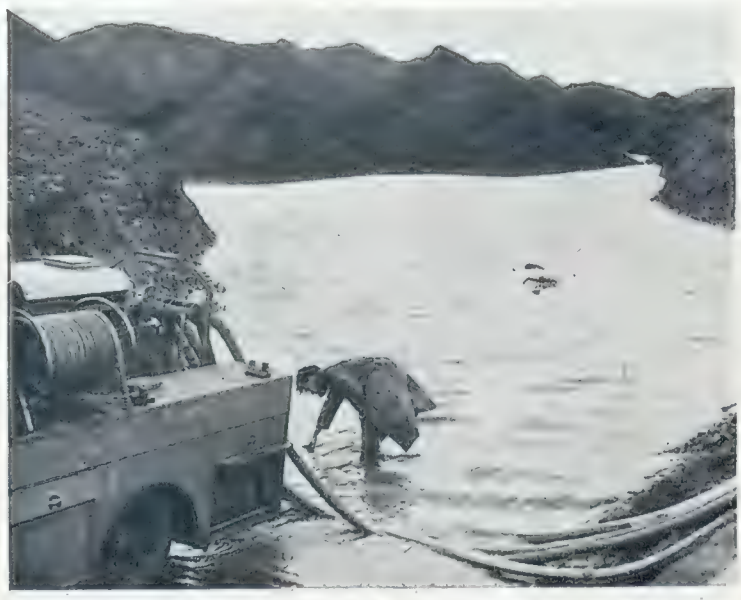
Some of Them New, Some of Them Old, All of Them Useful

INSIDE THE NAPHTHALENE CHAMBER AT BECKTON, EAST LONDON: Shovelling the naphtha snow into a bag. Naphthalene, a white, solid hydrocarbon, is one of the products of the dry distillation of coal. The coal-tar of gasworks is the chief source of naphthalene. Apart from its use as a powerful antiseptic and moth-preventive, naphtha snow possesses a host of industrial uses

HOW THE UNITED STATES SIGNAL CORPS LAYS FIELD TELEPHONE WIRE: A wire is seen being thrown across a lake during recent experiments at Fort Dix, New Jersey, with the aid of a special new rocket dispenser. The tests also showed that in emergencies a rocket could be fired without the dispenser, the rocket in its original case being launched from a wedge-shaped hole in the ground. Field telephone wire-laying is done in many ways—by runner, by dog-carrier, and, along main roads, by means of vehicles. This new system essentially for river crossings is very likely to be generally adopted by the United States forces

PLANNED TO PREVENT A REPETITION OF LAST WINTER'S GREAT FREEZE-UP: A close-up of one of the bronze shoes fitted to the nine trains which have been introduced on the railway system in London and Southern England with a view to fighting frost. The bronze shoes carried on each train lay on the live rail of electrified track a half-inch-wide stream of anti-freeze oil or de-icing fluid. Each of the trains has a crew of three, and the oil carriage attached has an operative capacity of 750 gallons. The trains are working in an area bounded on the west by Portsmouth and on the east by Hastings. The system is controlled from London Bridge, where weather reports are received from the Admiralty

CANADA HAS SOMETHING NEW IN SNOW-REMOVAL GEAR: Officials of Canadian National Railways examining in Montreal the 100-ton snow-melter, the newest piece of equipment introduced for snow-battling on Canadian railways. The snow-melter is specially designed for use in terminal areas. The pronged teeth of the two spirals at the front of the machine whip snow from the tracks to two conveyer-belts which carry it to the 16,000-gallon melting tanks at the rear. The snow which can be melted in these tanks is equivalent to the amount carried on thirty-two freight-cars. A full tank can be emptied in a few minutes in any water area by two 14-in. valves



AN OPEN-CAST COAL-MINE FLOODED BY THE JANUARY RAINS: A member of the N.F.S. in charge of one of the 750-gallon-a-minute pumps which are clearing the Shotton No. 103 site at Cramlington, Newcastle. Until now Shotton No. 103 has been working throughout the twenty-four hours of the day. The mine's own pumping apparatus was unable to deal with the rate of flooding in the workings

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ONCE LABELLED AS THE WORK OF THE MASTER OF MOULINS, NOW ATTRIBUTED TO JEAN CLOUET THE ELDER: As a result of the seven years of research carried out by Dr. Goldblatt, these two paintings, together with eighteen others in various European galleries, are now thought to be the work of Clouet the Elder. One piece of evidence is found in the similarity of the cameo-like tones of the paint, but Dr. Goldblatt has other technical reasons for his identification. Both canvases are in the Louvre. That on the left is Pierre de Beaujeu and St. Peter, and that on the right is Anne de Beaujeu and St. John the Evangelist

POSSIBLY A SON OF CHARLES VIII OF FRANCE: This canvas of a child at prayer is in the Louvre. Dr. Goldblatt not only attributes it to Clouet the Elder, but says that the work represents the second son of the monarch, to whom Clouet acted as Court painter. *On left*—"St. Magdalen and Donor," another painting in the Louvre identified as the work of Clouet. It should be emphasised that not all art critics are unanimous about these identifications, but Dr. Goldblatt's findings would appear to have won wide respect in France

THE FORLORN CRYSTAL PALACE

And Other Pictures from the Home News

THE FORLORN ASPECT OF THE CRYSTAL PALACE TO-DAY: Stacks of 4-gallon "flimsies" outside the grandstand on the Sydenham site, which has lately been handed back to the Trustees by the War Office. The grounds and buildings are in a very derelict condition

IN THE LOWER PART OF THE CRYSTAL PALACE DEMESNE: War Office drums of bleaching powder lying about the grounds

A RELIC OF WAR OFFICE OCCUPATION: A broken-down garage on the terrace of the Crystal Palace, once the scene of elaborate weekly firework displays and other spectacular entertainments

A DUMPING GROUND ON THE UPPER TERRACE: Another scene of desolation at the Crystal Palace. Apart from 70 acres now open to the public, the bulk of the property is in a pitiable condition. The roads are rutted, the turf is overgrown and laced with brambles, and nearly all the buildings are in a state of dilapidation. It was in 1854 that the original Crystal Palace, designed by Paxton for the Great Exhibition of 1851 in Hyde Park, was removed to the heights of Sydenham. Before the First World War the Football Association Cup Final was played in the Crystal Palace grounds, and in 1914 the grounds were taken over by the Admiralty as a recruiting and training centre. It was in November 1936 that the main building of the Crystal Palace was destroyed by fire. One great tower escaped, but was blown up by dynamite in 1941, as it was thought that it was providing a guide for the Luftwaffe. In 1945 the trustees and the Arts Council invited designs for a new Crystal Palace designed to serve as a sporting, musical and recreational centre

IN NORTHERN IRELAND HAND-PAINTED LINEN IS MANUFACTURED ON THE ENDLESS BELT SYSTEM: At the Old Bleach Linen Co., Randalstown, Co. Antrim, thirty girls are busy painting linen table-cloths, traycloths, etc., all good money-earners for Britain. There is keen competition in the factory to get jobs in this particular department as the girls think the work fascinating. Each girl has a particular allotted section of the design. They work quickly; a dozen girls can hand-paint twelve tablecloths, each 9 ft. long, in about three hours. Practically all the bed and table linen for the "Queen Mary" and "Queen Elizabeth" was manufactured by this Company. This picture shows how the great lengths of linen are passed along the work-tables and hung in folds to dry on parallel bars

MRS. GABRIELLE ENTHOVEN SITS AMONG HER TREASURES AT THE VICTORIA AND ALBERT MUSEUM: Twenty years ago Mrs. Enthoven presented to the nation 70,000 theatrical play-bills, prints, sketches and cuttings, valued at £30,000. The items include a bill for the performance of "Comus" in 1738, which she is here seen holding, cuttings of Mrs. Siddons's first appearance as Portia, and the first announcement of "School for Scandal." Since she made the gift Mrs. Enthoven has been busy at the Museum indexing, cataloguing, mounting and stamping the items. Until the beginning of the Second World War she paid three assistants to help her. Now the Government have provided her with a staff of two. She herself is not paid. The collection is kept up-to-date with programmes and photographs of the new West End productions. Mrs. Enthoven is still vigorous and active, walking daily to the Museum from her London flat in Cadogan Gardens. Mrs. Enthoven was a close friend of Ellen Terry and Eleanora Duse. Sybil Thorndike was a guest at a recent luncheon to celebrate Mrs. Enthoven's eightieth birthday

THIS COMMITTEE WILL PROBE EVASIONS OF PETROL-RATIONING CONTROL: Mr. W. E. Parker, C.B.E., of Messrs. Price, Waterhouse and Co., Mr. G. Russell Vick, K.C. (the chairman), and Chief-Detective Inspector W. J. Chapman at one of their first meetings at Millbank. The committee has been set up by Mr. Gaitskell, Minister of Fuel and Power, its terms of reference being to report on the extent to which, also the methods by which, persons obtain petrol otherwise than in exchange for coupons issued to them by the proper authority. They are asked to suggest remedies for any of the abuses which they may bring to light. Mr. Russell Vick is at present Recorder of Newcastle-on-Tyne, and he was until lately Chairman of the Light Clothing Industry Working Party

THE MEN'S JUNIOR FOIL CHAMPIONSHIP OF GREAT BRITAIN: Luke Wendon (facing camera), the eventual runner-up in the championship, in action against G. Corrie during the contest held at the Duke of York's Headquarters, Chelsea

THE SQUATTERS ARE IN ACTION AGAIN: Within a few hours of R.A.F. personnel leaving their camp at Great Horwood, Bucks, villagers from the surrounding area moved in and took possession of the huts. Nearly all the families were those of ex-Servicemen. *Left*—**The Richard family opened the door of the officers' mess, and here they are about to enjoy a cup of tea. A big fire burns in the grate, and the dog, like everybody else, has made himself at home.** *Right*—**The Ridgeway family took over the hospital ward, and set to work cleaning the place up. The ward has two stoves, and in winter it needs both of them to keep the place warm. It looks as if the children are going to have a busy time hunting for fuel**

LIMBERING UP AT THE DUKE OF YORK'S HEADQUARTERS: Peter Dix, of the Lansdowne Club, Amateur Champion of Great Britain in 1947, practising with a fellow-competitor before the final pool of the competition for the Doyne Memorial Cup and the Junior Foil Championship

AN ART SCHOOL WHERE THE PUPILS DROP IN AS THE SPIRIT MOVES THEM: The Anglo-French Art Centre in St. John's Wood, showing still-life students at work. A guest critic, the French artist Jean Aujaine, is there to give them advice. This fragment of Montparnasse in North London offers "pay-as-you-go" art lessons at 3s. a time. It also has a strong flavour of Liberty Hall, for it is the only British art school at which any student or artist may work freely when he wishes. The Anglo-French Art Centre was started over a year ago by Mr. and Mrs. A. Rozelaar Green. Hundreds of part- and full-time students have already joined. Some of them say it is as good as going to Paris. Well-known French artists come over for monthly visits to give hints and exhibit their work, as well as encouraging those artists showing promise. There is even a café. This is indoors, because the L.C.C. banned the use of a courtyard

LUKE WENDON (OF SALLE PAUL) DISARMS C. D. M. GROSSE-HODGE (CAMBRIDGE UNIVERSITY): In this episode in the Junior Foil Championship, the high-speed camera has caught the foil in the air as it leaves the hand of the University competitor. D. A. Hopkin (of Bertrands) is the 1948 champion. He went through the final part of the competition without defeat. Luke Wendon, whose only reverse was inflicted by the winner, was a worthy runner-up. Wendon is the universities' epée champion. There was a record entry of 112 for the Junior Foil Championship, and the fencing was described by an expert as the best ever seen in this competition

A KING OF GLASS-BLOWERS

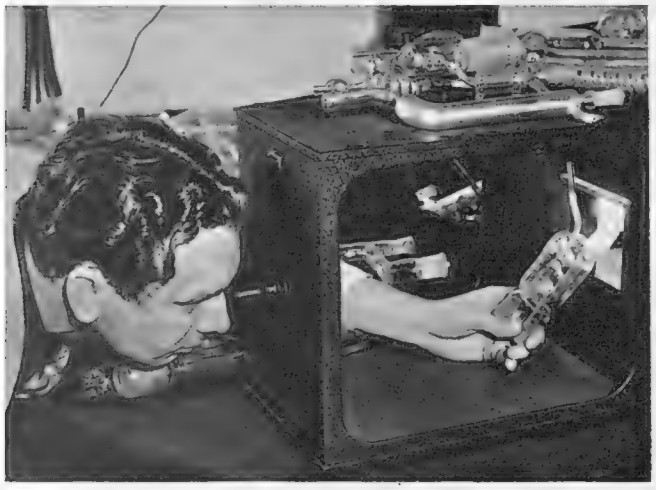
The Art of Thomas Riches, Maker of Retorts for Industrial Research

In a small workshop at Sunbury-on-Thames, one of the best glassblowers in the country, Mr. Thomas Riches, is designing and making retorts and elaborate glass apparatus for experiments and research work at the Anglo-Iranian Oil Company's laboratories. Mr. Riches, who is thirty-seven, and lives at Shepperton, Middlesex, says that it takes ten years' intensive training to make a first-class blower. "I started when I was fourteen," he said. "I was working for a professor at the Imperial College of Science; at his suggestion I went to Holland to study for eight months and then trained over here for another four years." Now Mr. Riches, an expert at his craft, is allying it to the scientific knowledge of the oil experts at the laboratories. The Anglo-Iranian Oil Company's laboratories at Sunbury are staffed by a team of scientists and research workers who keep a constant vigil to ensure that products are kept up to standard and improved where possible, and where continual research into the nature and further uses of petroleum is in progress

MR. RICHES MAKES AN INTRICATE JOINT: The king of glassblowers sealing delivery tubes to a vacuum-jacketed, hand-operated column head. In his workshop at Sunbury-on-Thames Mr. Riches makes glass apparatus for experiments at the Anglo-Iranian Oil Company's research laboratories

AN AUTOMATIC COLUMN HEAD: Mr. Riches inspecting one of his intricate productions. Some of the apparatus he makes represents hours of painstaking work

BLOWING A DOUBLE-WALLED GAS-MEASURING BURETTE: When in use, a special coating medium is circulated between the walls in order to maintain a constant temperature. "It takes years of experience to become a really good glassblower," declares Mr. Riches



TESTING A DISTILLATION HEAD IN A STRAIN VIEWER PRIOR TO ITS USE IN THE ANGLO-IRANIAN LABORATORIES: Strain in apparatus is shown up in the viewer by reds, yellows and blues. If the glass is without strain, it remains colourless

SHAPING APPARATUS IN A GLASS LATHE: The burners are fed with a mixture of oxygen and coal-gas, and direct fierce jets of flame on to the glass as it revolves rapidly in the course of shaping. The shaping tools are manufactured of carbon. The operator protects his eyes with dark glasses

FINISHED APPARATUS IS PLACED IN AN ANNEALING OVEN: Here the temperature is raised to 500 and 600 degrees Centigrade, and it is allowed to cool slowly in order to remove strains from the glass. Thorough annealing is absolutely essential in the successful making of complicated apparatus, which may have to undergo very severe strains in the laboratory. It is just after annealing that the glass is placed in the strain viewer

AMERICA'S NO. 1 FISH—A HAUL OF MENHADEN BEING BROUGHT IN ON THE COAST OF NORTH CAROLINA, NEAR BEAUFORT, WHERE A LARGE AND PROSPEROUS INDUSTRY IS ESTABLISHED : The menhaden, which has ousted the pilchard as America's No. 1 fish, yielded in 1946 some £2,500,000 worth of oil, meal and dry scrap. About 900,000,000 menhaden were caught in that year, representing about 20 per cent. of America's total catch of all kinds of fish

MENHADEN and WHALE

How They Hunt the Little Fish and the Monsters of the Deep

Spotters working from aeroplanes and reporting to the fishing fleets by radio have been used since the close of the war to catch both the mighty whale and the humble menhaden, and in both instances the catches run into millions of pounds annually. The menhaden fisheries lie off the coast of North Carolina, and there are ten plants and sixty-eight trawlers engaged in the industry. When the spotting planes radio back the position of a menhaden school the trawlers dash to the given map reference. The menhaden schools are fabulously large, some of them stretching for miles, and it is not unusual to see fifteen or twenty boats gorging themselves on one such school. The catches are taken to nearby plants, where they are unloaded by conveyors, cooked, the oil extracted, and the residue meal and scrap ground and sacked. Formerly, the products were used only in industrial processes, but now an increasing amount of oil is used in poultry feeding because of its high vitamin content, and the meal for poultry and animal feeding. The oil is also used as a constituent of paints, varnishes, insect sprays, printing inks and soap, and as a lubricant, in aluminium casting and leather tanning. It is shipped to the West Indies as a food

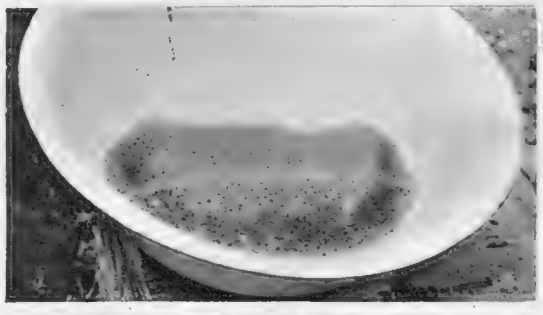
On left—**ON THE FLENSING-DECK OF AN ANTARCTIC WHALE FACTORY SHIP : Here the whales are broken up with flensing knives, and afterwards they are rendered down to oil in the boiler-rooms below. At the moment the whale-hunting season in the Antarctic is in full swing and big catches are reported from the factory ships. In the season 1946-47 Walrus amphibians were taken to the Antarctic to do the necessary spotting, but it was found that the whales were abundant, and in this present season the idea has been shelved. In a year of scarcity it is highly probable that it would be revived, as the system works well. During 1946-47 sixteen factory ships were at work in the Antarctic, seven of them being Norwegian and four British. The most up-to-date of these is the "Balaena," a vessel of 15,000 tons, which operates under the auspices of United Whalers. By January 4 United Whalers reported 36,700 barrels of whale oil, and by next April it is hoped the "Balaena" will have at least equalled last year's record figure. This year quantities of whale meat are again being sent home to Britain, and in addition to whale steaks, whale-meat sausages are appearing in the shops. Opinions are sharply divided as to the delicacy of the dish and as to the most acceptable means of serving it**

ON A WEST COUNTRY FISH FARM

A Visit to the Extensive Fishery at Nailsworth, which Supplies Fish for Our Depleted Ponds and Rivers

GRADING FEMALES FOR TROUT-BREEDING AT THE "MIDLAND FISHERY," NAILSWORTH, GLOUCESTERSHIRE: In the early days of fish farming, around the 1860's, it was carried on as a hobby by many people. Since then fish farming has grown to a specialised business in this country, though not to such an extent as practised on the Continent, where trout and coarse fish are produced as food. The farm must have a supply of mature fish as breeders from which the ova can be collected. After these fish are netted up in November, the spawning season, each female is handled to see if ready to deposit her ova, and, if so, this is squeezed from the fish by gentle pressure into a dish, and fertilised by obtaining the milt from a male in a similar manner. By this method 100 per cent. fertilisation can be obtained

ONE OF THE SMALL PONDS WHERE THE TROUT ARE FED: After the hatching period, the young fish is first fed by means of a yolk-sac attached to its body



THE EYED EGGS FROM WHICH THE TROUT WILL BE HATCHED OUT WITHIN FORTY-TWO DAYS: The number of ova collected from any one fish depends on its size, but the average is about 750 ova to each pound that the fish weighs

TROUT EGGS PACKED FOR DISPATCH: Restocking can be carried out by eyed ova, but the general practice is to use the "ready-made" fish

AFTER SPAWNING, THE OVA ARE LAID DOWN IN THE HATCHERY: Trays made of perforated zinc in boxes are used for the incubation. During this time bad eggs are removed

SORTING YEARLINGS FOR SIZE: After about the age of nine months the fish are kept sorted and sold for restocking lakes and rivers. Some are kept at the fish farm for breeding at a later age

THE INTERIOR OF THE HATCHERY AT NAILSWORTH: A constant flow of water is supplied to the trays, and if kept at 50 degrees F. the ova develop so that the eye of the young fish can be seen in the transparent egg after a period of twenty-six days

HAULING IN THE TROUT PREPARATORY TO RESTOCKING: To obtain the fish from the various ponds at Nailsworth, they are netted up and then sorted out into the required sizes

With pollution and over-fishing, restocking of lakes and rivers by natural methods has become difficult, so the fish farm, once carried on as a hobby, is now a commercial project, producing trout for the owners of depleted waters. The pictures on these pages show various aspects of the process by which the "ready-made" fish are supplied. When the fish are netted up during November, each female is handled so that, if ready, her ova may be obtained. Shortly after spawning, the ova are laid down in the hatchery in trays made of perforated zinc in boxes supplied with a constant flow of water. If the water is kept at an even temperature of 50 degrees Fahrenheit, the ova develop so that the eye of the young fish can be seen after twenty-six days. Hatching takes place after forty-two days, but may vary if the temperature of the water is changed. Attached to the main body of the fish is a yolk-sac on which the fish feeds for at least one month. The temperature of the water will again vary this length of time. Following this stage, the alevin is fed on artificial food, which is one of the secrets of production and which also causes some concern to the fish culturist.

Having now reached the "fry" stage, and well trained to take food, the young fish are moved to small ponds until they are about nine months old. They are then netted in, counted and sorted, and if necessary sold as fry or later as yearlings. If kept at the fish farm, they remain sorted and are later sold as older fish or else used for breeding at a later period.

FISHING OUT THREE-TO-FIVE-YEAR-OLD TROUT FOR STRIPPING: When the fish have been netted, the female will be stripped for her eggs. Stripping is carried out during the autumn months, the natural spawning season of the fish. The ova measure about 32,000 to the gallon and 100 per cent. fertilization is possible

FISHING A POND FOR THE AUTUMN BREEDING: During the autumn, in the lakes and rivers, the mature fish of three years and upwards work their way to the spawning-grounds for the natural restocking of young fish. But with pollution and over-fishing, stocks have been reduced, and so the owners of lakes have turned to the fish farms for supplies of "ready-made" fish. Enemies of the fish farmer include cats, shrew mice, rats, kingfishers, herons and otters. When required for any particular order, the fish are prepared and packed into special cans capable of being charged with oxygen, and delivery alive is guaranteed

THERE IS TROUBLE IN FLATLAND

Steeply Rising Costs Put Management in a Quandary

By CHARLES GRAVES

THE prices of private flats in London have risen alarmingly since the end of the war, having reached their lowest in the blitz of 1940-41 and again four years later when the flying bombs arrived. Many intelligent people, of course, refused to be deterred by the menace from the air, and bought lengthy leases of flats, particularly those on the upper floors of large blocks, at ridiculously low rentals. Those who did not do so are paying dearly.

This year, with the Olympic Games looming ahead of us and the efforts of the Tourist Board to encourage wealthy visitors from overseas, prices will be going still higher. One hears the most astonishing premiums being demanded for short-term leases of not particularly attractive flats. A £500 premium and a £350-a-year rent for a mere attic in Mayfair is by no means uncommon. Nor is the premium of £6,000 for a five-year lease of a £1,250-a-year flat at all extraordinary. The highest figure offered since the war was a premium of £10,000 for a three-year lease of a luxury flat just off Piccadilly. Admittedly, the landlords arbitrarily refused to allow this premium to be paid because they had every reason to suppose that the flat was going to be turned into a gambling den. But it is a sign of the times.

All over London big houses are being converted into flats, much of the alterations being done at night so as to overcome any awkward restrictions in the way of building-permits and the like. This black market is bound to continue for another three or four years. Ultimately, the supply will meet the demand, but in the opinion of one of the greatest experts in real estate in London, there is not the slightest chance of any new big blocks being erected for at least ten or fifteen years in the West End. The cost of building materials and the rising scale of wages for everybody employed in the building industry would make the expense quite prohibitive.

Apart from the firms and syndicates which specialise in converting private houses into flats and flatlets, existing tenants of flats are frequently responsible for the present black market prices. A tenant of an £800-a-year flat who, in 1939, persuaded his landlord to reduce the rental to £500 until the end of hostilities recently returned from the United States, where he had spent the whole of the war. Having failed to get a renewal of his flat at the wartime rate, he signed a seven-years lease for the 1939 rental of £800 a year and promptly sold it for a premium of £5,000, which, of course, was capital appreciation and therefore untaxable. It is not, in fact, the landlords but the tenants who have forced the market up to its present inflated state.

There are, perhaps, 200 blocks of luxury and semi-luxury flats in London, the proprietors and developers of which have raised the rentals by as little as £100 a year above the prices in 1939. This is in spite of the tremendous increase in the cost of maintenance. Take, for example, Kingston House, in Princes Gate, which, incidentally, has probably the most illustrious list of tenants of any block of flats in the world. Kingston House consists of the north block and the south block. The north block produces a gross income of about £90,000 a year. Against this the municipal rates and water rates amount to £15,000 a year; domestic hot water costs £3,000 a year (the cost of fuel has more than quadrupled since 1939); electricity for lifts, pumps, and such like, costs £2,000 a year; the staff (porters, cleaners, stokers, and the like) have a wages bill of £6,500 a year. Although repairs are restricted by law, these and general maintenance cost another £3,000 a year. The upkeep of the garden costs £700; the cost of general management adds another £2,500; while sundries, such as telephones, maintenance contracts and legal costs, amount to a further £2,000 a year. There is also a proportion of the salary of that indispensable character who deals with any complaints—real or imaginary—at Kingston House and the other twenty blocks of flats which belong to the same company. The south block is half the size and with overheads of a relative figure.

On top of all this, of course, there is the interest to be paid on the bank loan (Kingston House to-day would probably cost £2,000,000 to erect), plus Schedule "A" and the directors' remuneration. Fortunately, Kingston House is built on five acres of freehold. Arlington House, on the other hand, is on a ninety-nine years' lease of something over £10,000 a year, granted in the '30's. In a trifle over eighty years from now the whole of this handsome block of flats will become the property of the syndicate of landlords who granted the lease. This means that the present owners of Arlington House have to earn enough on the rentals to recoup the whole of their capital and the ground rent over the period of the lease before they can show any return on their money. No wonder that the rents are comparatively high. Many people had hoped for enfranchisements of leaseholds—in other words, that everybody who built premises on leased land would be allowed to acquire the freehold on certain terms. The present Government, however, is all in favour of leases rather than freeholds, for obvious reasons.

Apart from this, it looks as though service flats in future will become less and less common. A service flat falls between the two stools of a hotel suite which has first-class floor service and a flat, the tenants of which rely on themselves or their staff to look after them. Another danger of service flats is that they are more liable to burglary. In the best-run blocks of flats the uniformed staff are mostly ex-members of the police force or ex-naval men, the latter being, of course, particularly good at stoking. An analysis of robberies which occur in West End flats would provide revealing statistics as to the proportion of inside jobs in service flats where there is no great supervision of the staff.

Similarly, the financial success of a block of flats depends very largely on the courtesy and efficiency of the uniformed staff. A head porter's job to-day demands resourcefulness, tact and many other attributes to be expected from a man who receives not only £7 10s. a week, double wages at Christmas and a rent-free flat in the block where he is employed, but also is liable to receive countless tips during the year, as well as a fat Christmas-box. Some blocks of flats, like Berkeley Court, are not so dependent as others on the rents of the flats, owing to the high prices paid by shopkeepers for rentals on the street-level almost all the way round the building. Strangely enough, though, it is not often that the restaurant attached to a block of flats, such as the one at Kingston House, pays its way. There seems no good reason for this, but the fact remains.

The biggest block of flats in Europe is Dolphin Square, with no fewer than 1,216 flats. The most expensive is £600 a year. No wonder there is a waiting-list of over 700 applicants.

The senior block of flats in London is Whitehall Court, completed in 1888 by that remarkable character, Jabez Wolf. Whitehall Court specialises in clubs. It has no fewer than twelve, the latest additions being the Airborne Club and the Royal Tank Club. In addition, there are 100 flats. Bernard Shaw moved there from the Adelphi, and I remember his telling me with surprise that for the first time in his life he understood the meaning of real comfort.

A further example of the increase in the cost of overheads in a modern block of flats is provided by the relative cost at Dorset House of half-a-dozen items in 1941 compared with to-day:

	1941	TO-DAY
Domestic hot water, central heating and wages of stokers - - -	£ 3,860	£ 4,885
Porterage and cleaning	2,241	3,061
Rates - - - - -	9,278	10,632

In 1941 it was impossible to carry out any repairs. Those for 1948 already scheduled amount to £8,000, with £12,000 more for those in 1949. As for the cost of carpets and other internal decorations, the bill for renovating the front hall is going to cost the management as much as the whole pre-war carpeting of the whole block of flats, which number nearly 200. Of these, incidentally, over half come within the Rent Restriction Act and their prices cannot be raised. What happened was that, when the building was built and the assessment had to be arranged, it was found and agreed by the local council that so high a percentage of the gross rent was really service, heating, lighting and lifts, that all flats costing £275 or less per annum came below the £100 level. The result is that, under the Rent Restriction Act, no increase in the rent of the flats is permissible at law, although the cost of lighting, heating and porterage has risen so steeply—further proof, if need be, that the present black market in flats is in no sense caused by the actual owners of the buildings.

LONDON—GROSVENOR SQUARE BEGINS TO EMERGE AS A FITTING SETTING FOR THE FRANKLIN ROOSEVELT MEMORIAL: A general view of the Square as it appears to-day with its newly-planted lawns and hedges and its flower-beds taking shape. In the spring, when Mrs. Eleanor Roosevelt unveils the memorial to the late President of the United States, the Square will be looking its best and will be in marked contrast to its wartime appearance, when it was a car-park for American Army vehicles. Houses round the Square accommodated high officers of the American forces. The plinth of the Roosevelt Memorial can be seen rising in the middle distance. The statue itself is being designed by Sir William Reid Dick

BELGRADE—THE START OF AN AMBITIOUS HOUSING PROGRAMME IN THE YUGOSLAVIAN CAPITAL: New blocks of flats in course of construction in the city which suffered severely during the German attacks in April 1941 and during the American raid on Easter Sunday, 1944. As a result, Belgrade lost 30 per cent. of its habitable flats, 10,000 apartments being destroyed or badly damaged. Belgrade's extensive new housing programme will make up for these losses and, in addition, it will provide accommodation for another 100,000 inhabitants

MEDIEVAL ENGLAND—LAVENHAM AS IT APPEARS FROM CHURCH STREET: The Suffolk town which flourished between the fourteenth and seventeenth centuries as one of the wool and clothmaking centres of England is badly in need of reconditioning. A preservation committee has now been formed, and it is hoped to raise the sum of £6,000. If £4,000 can be assured, the National Trust has agreed to accept all future responsibility for the sixteenth-century Guild Hall

BUCOLIC LAVENHAM: Lady Street, with the Wool Hall on the right and, in the background, haystacks and a hay wain. An attempt was made, some years ago, to remove the Wool Hall to another town, but the scheme was stopped by local protest. It is now a convalescent home

MEDIEVAL LAVENHAM

An Appeal for the Preservation of the Suffolk "Wool Town"

The beautiful and unspoilt town of Lavenham, in Suffolk, is badly in need of repair and reconditioning, and the Lavenham Preservation Committee has been formed "for financial aid towards the preservation of medieval Lavenham, its ancient buildings and unspoilt street frontages, and the reconditioning and upkeep for all time of its Tudor Guild Hall and adjoining buildings." The appeal is for £6,000. Of this sum, £4,000 is to be allocated for reconditioning the unique sixteenth-century Guildhall of Corpus Christi and to create an endowment fund sufficient to secure its upkeep. If the £4,000 can be obtained, the National Trust has agreed to accept the responsibility in perpetuity. The remaining £2,000 will be used to preserve the other ancient buildings of the town. This East Anglian town, now mainly agricultural, was one of the foremost wool and clothmaking centres in England and flourished from the fourteenth to the seventeenth century. Its fine church and buildings testify to the proud place it held. It contains some of the finest half-timbered buildings in the country.

THE GUILDHALL OF CORPUS CHRISTI: One of the finest surviving half-timbered buildings in the country, the Guildhall was presented to Lavenham by Sir Cuthbert Quilter of Nethersgate Hall, Woodbridge. The sum of £4,000 is needed to ensure its repair and its future upkeep

WHERE "TWINKLE, TWINKLE, LITTLE STAR" WAS WRITTEN: Shilling Old Grange, in Shilling Street, was occupied by Jane Taylor, when she wrote the nursery rhyme

The World of Books—By VERNON FANE

LORD BEVERIDGE TELLS AN ENCHANTING TALE

"India Called Them" is the Story of His Parents and Their Romantic Partnership

LORD BEVERIDGE'S parents both lived a great part of their lives in India, where they first met and were married in 1876. Mrs. Beveridge was the daughter of a Liberal Victorian business-man, and she was at that time running a school for Indian girls; her husband was in the Indian Civil Service and was to become a magistrate. Both lived to a great age and died in 1929 within a few months of each other, looked after to the end by their son, whom we know in our day as the author of the Beveridge Plan, and a distinguished figure in this country's economic history.

That son has written their biography, largely through the means of their own letters to each other, when they were separated in India in the hot weather, or when Mrs. Beveridge had had to come back to England with the children. The letters themselves are remarkable, for each was a person of intellect, and both of them were in love. They had their tiffs, and these are reflected in their letters, for, as their biographer points out, they lived by that adage of William Blake's, though they may never have read it:

"I was angry with my friend
I told my wrath, my wrath did end.
I was angry with my foe,
I told it not, my wrath did grow."

INDIA CALLED THEM (Allen and Unwin. 18s.) is a long but enchanting book, and for that reason alone I am glad that Lord Beveridge was able to find the leisure for it. As he himself writes, "when fortune closes one door, she generally opens another."

Mr. J. L. Hodson's war diaries will undoubtedly find a place on the shelves of contemporary histories, and it will have to be a fairly big place since, with the last instalment, they now number eight volumes. This most recent one is called THE WAY THINGS ARE (Gollancz. 12s. 6d.), which at least shows a certain amount of self-confidence, and is as full of meat as an egg, in that sadly-old-fashioned saying.

As with the others, this book follows only one set plan, which is the normal progress of the months, in this case May 1945 to January 1947, but it discourses widely on every subject that comes to the author's attentions in his travels, whether in cities or around the English countryside. He may philosophise on political or economic conditions, or he may report factually and brilliantly. It is as a reporter pure and simple that I prefer him, and in spite of the fullness of the book, it often occurred to me in reading it that it must represent considerable skill and much strength of mind in the necessary cutting that had been done, and in the judgment of what must be discarded.

The subjects on which the diary touches are as various as life itself may be in one man's year, and they range from an impressive and very moving record of the conversation over the intercom. on a bomber over a German target to an amusing story about some Lancashire employers who gave their trade union leaders a new list of wage scales. "After studying them for a fortnight, the men's leaders brought them back. 'We 've had a good look at these,' they said, 'and we 're ——— if we can see where you 're twisting us.'"

ESKIMO DOCTOR (Allen and Unwin. 15s.) is the record of a year's work by a young Danish doctor and his extremely pretty wife in Thule, the northernmost port of Greenland, which once served as a base for Rasmussen's journeys and for Peary's polar exploration. Dr. Aage Gilberg writes with the lively interest he must have felt when, in 1938, he settled into the tiny quarters in the diminutive hospital there, and set about making the acquaintance of the Eskimos.

Miss Taylor Caldwell's big new novel contains what is probably this season's least attractive hero. Impressive—yes, and even interesting, since I found myself reading on and on and on. But for aggressive lack of charm, for surliness, lack of civilised manners and general violence of behaviour, commend me to this Mr. Frank Clair, whose disposition and characteristics signally failed to rouse my sympathy, even when he was presented as a miserably ill-treated small boy.

This being so, and the novel being devoted to the story of his life, its title seemed to me misleading, for there is little that is "apparell'd in celestial light, The glory and the freshness of a dream" about this unhappy creature's tale, as told in THERE WAS A TIME (Collins. 10s. 6d.), although it is clear that Wordsworth has inspired the author's choice.

As a little boy, Frank emigrates with his parents from the north of England to the United States, where the father, a chemist's assistant, has been offered a job in a drug store. From the moment of their landing and their establishment in the bleak town of Bison, both parents start to save money for their return home, and the consequent skimping and penny-pinching leaves no money for special education for the boy, although he shows signs of remarkable ability, and throws the parents themselves into a perpetual state of misery, discontent and acrimony which they vent on their only child.

So Frank grows up in loveless poverty and, in spite of the encouragement of a schoolteacher here and there, the kindness of his father's employer, the true friendship of a boy of his own age, and that of a mature medical missionary, he continues to live with his eyes turned resolutely on himself, and with all the capacity for happiness of a hungry skunk.

What happens to Frank in the end is much too good for him, in my view, but I can only say—and this is important—that I had to make sure just what *was* going to happen to him. For that, but not for the persistent gloom, full marks to Miss Caldwell.

IN THE DAYS OF THY YOUTH (Chapman and Hall. 10s. 6d.) strikes as different a note as one might think possible, and the only similarity is that both stories have America as their main background. Mary Britton Miller writes of two families of children, growing up more or less together in the care of a rich and autocratic lady, whose slightest word became family law, and who was apt to decide between two lines of a prayer whether the arrangements for the summer were to include Carlsbad or Charleston.

In many ways, though with less humour, this redoubtable figure reminds one of the exasperating and delicious *Abbie*, of last summer's publication. Any character so dominating has small trouble in dominating the pages of a charming period study, as this is, and her capers, excesses and pronouncements that shook her friends and relations in the New England of the '80's and '90's, still seem to have power to amuse.

ANOTHER LITTLE MURDER (Macdonald. 8s. 6d.) is the lighthearted title of Lorna Nicholl Morgan's mystery story, set in the wastes of the Yorkshire moors in the appropriately sinister kind of house that is never in short supply for such situations. Here two benighted voyagers arrive on a snowy night, and so far the pattern is familiar. But there are welcome points of originality, in that one of them is a pretty and determined young commercial traveller. When the old master of the house is found dead, they assign themselves the task of amateur detectives, slightly hampered in their activities by the corpse's dressy little widow.

Quite entertaining, rough-and-tumble stuff, and no great effort to read.

ONCE THE HOME OF "THE GREAT COMMONER": Negotiations are proceeding for the sale of Pitt House, Hampstead Heath, London, which has been for some years the property of Lord Clarendon. The house is named after William Pitt, Earl of Chatham, who, in 1766, accepted the loan of the house that he might enjoy "the cooler and more invigorating air of the heath." Within a few months he voluntarily immured himself there in a small upper room, 13 ft. by 8 ft., and the serving-hatch, through which his meals and correspondence were passed, is still pointed out. The property has been known at various times as North End Place, North End House, Wildwood House and Wildwood

TWO NOVELISTS WITH A PENCHANT FOR EXACTITUDE

"The Big Sky" and "Ruth Middleton" Both Deserve to be Best-Sellers

John Steinbeck has set a fashion in the rough-tough type of novel of the contemporary American scene, and now A. B. Guthrie, taking us back 120 years to pioneering days in the Upper Mississippi, before the first covered wagon came to disturb the serenity of its plains, before men cut those plains into plots to map, label and tame them, tells in THE BIG SKY (Boardman. 12s. 6d.) a story very much in the ruthless Steinbeck manner. His central character, for he is no hero, is Boon Caudill, the taciturn, surly renegade with a grudge against life, who struck out to the west to escape the law. Boon's encounters with the Indians and with other white hunters are strong-arm stuff written in a most realistic fashion, but, apart from their obvious potentialities as film material, and as such they will surely be used, they are as nothing compared with the background Mr. Guthrie provides for his essentially masculine drama, the minutely exact detail of some of his descriptions, such as the skinning of a buffalo, the trapping of beaver, or the onset of winter in the valleys of the Missouri. If the theme of trappers and Indians lacks originality the author's descriptive powers are more than adequate in making this novel memorable. They raise the hope that we have not heard the last of Boon Caudill, that most consummate realist.

If *The Big Sky* is essentially a man's book, RUTH MIDDLETON (W. H. Allen. 10s. 6d.), by Louis Zara, is essentially for women, and many will marvel, indeed, how it could have been written by a man. Here again is detailed exactitude in description, and the first chapter, dealing with the pre-natal existence and birth of Ruth Middleton, can only have been penned under the supervision of an expert embryologist. From the miracle of childbirth Louis Zara traces the first fourteen years in the life of Ruth Middleton. He takes her through the years of childhood to the point where, physically adult, she faces the world of maturity. It is a superb piece of writing, at times spell-binding. In some ways it is reminiscent of *High Wind in Jamaica*, that penetrating incursion into the child mind published between the wars, but it is more serious in intent. The author allows nothing to distract him from his main purpose as he builds up before the reader his truly sensitive portrait of the girl Ruth Middleton.

In the twentieth century the pursuit of big game has been shorn of much of its pristine violence, and the hunter more often than not now goes forth from the shores to expend his surplus energy armed with a camera or two and an ample stock of film. On such an expedition went James Riddell and Kenneth Gandar Dower in 1938, partly, we are told, to do something interesting before the inevitable happened after Mr. Chamberlain's achievement of "Peace in our time" at Munich. Now the results of that enterprising expedition are published by James Riddell in IN THE FORESTS OF THE NIGHT (Robert Hale. 15s.). Some of the pictures made with trip-wire and camera at night are outstanding, notably the frontispiece showing a giant forest hog charging the camera. The mountaineering pictures are not so good as the wild animal studies, but, on the whole, this is a very fine record of an expedition carried out by two men in a true spirit of inquiry. From the same publishing house comes THIS GREEN WORLD (Robert Hale. 30s.), another important volume for the naturalist. The author, Rutherford Platt, has gone out with cameras and more than the average share of curiosity to record the sights and scenes of woodland and countryside. For the patient student, taking initial steps in natural history, the section on tree identification will be widely welcomed.

Londoners young and old have been enjoying the thrills of the Christmas circus at Olympia and now, appropriately enough, Rupert Croft-Cooke has produced an anthology entitled THE CIRCUS BOOK (Sampson Low. 10s. 6d.). It is an admirable effort, dealing with every phase of circus life, including extracts from the work of Lady Eleanor Smith, that ardent supporter of the "big top," contributions by Dame Laura Knight, that faithful recorder of the circus scene, and a host of others.

SAVOYARD SCRAPBOOK (Herbert Joseph. 8s. 6d.) is a selection of the lyrics from the D'Oyly Carte Operas with colour illustrations by Jennetta Vise. These ingenious jingles lose none of their attraction with the passing years.

BRITISH HILLS AND MOUNTAINS, by Peter Bicknell (Collins. 5s.), is the latest addition to the ever-growing library represented by the "Britain in Pictures" Series.

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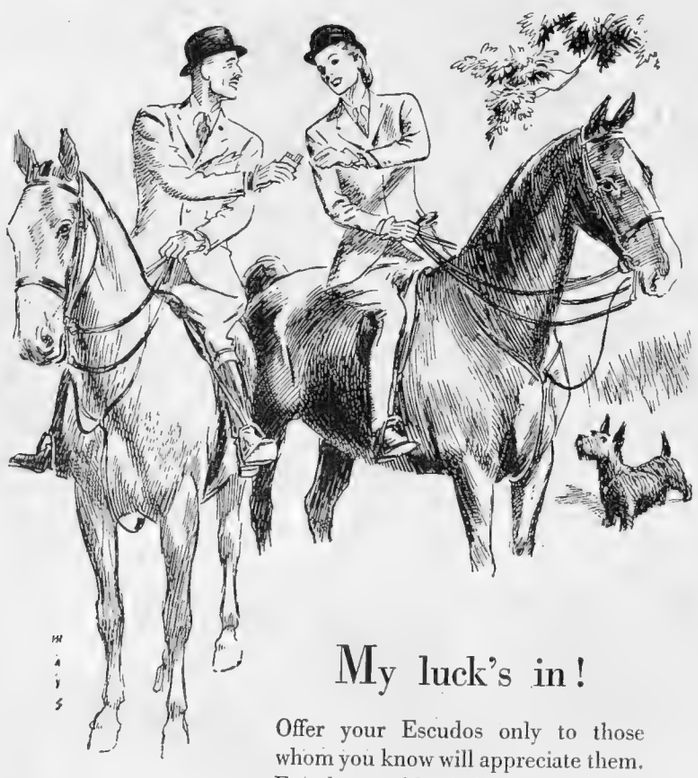

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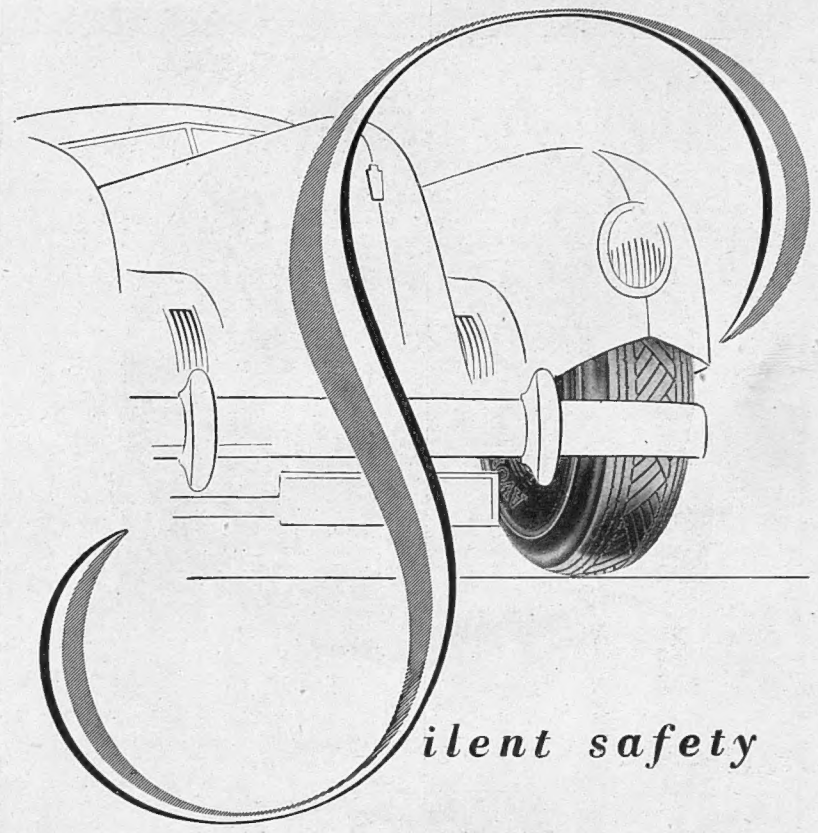

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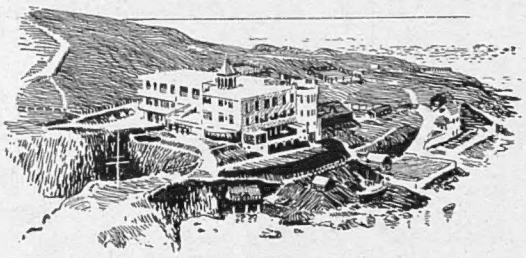

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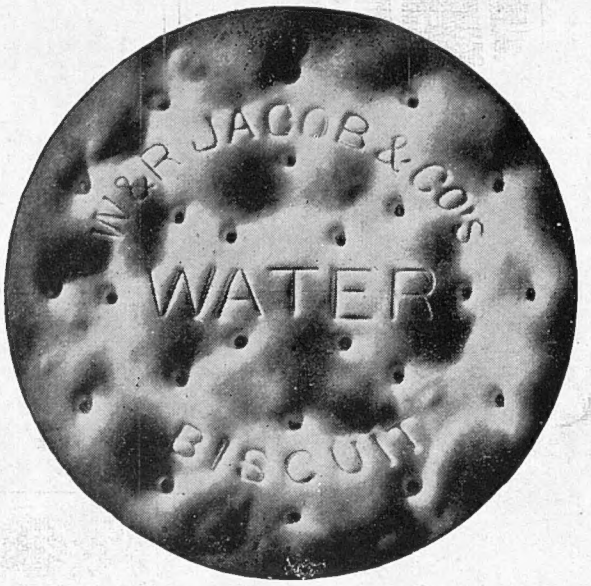

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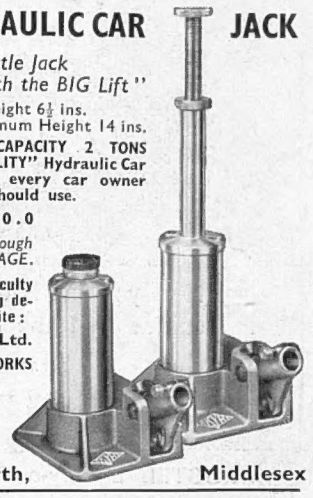

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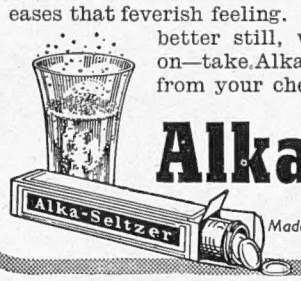

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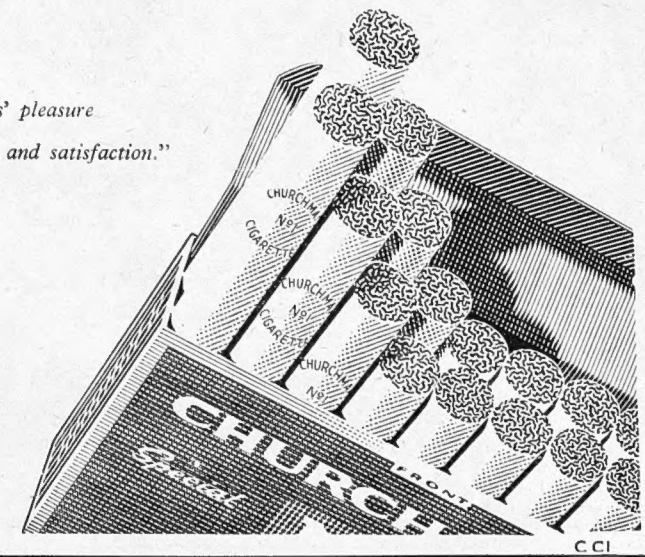

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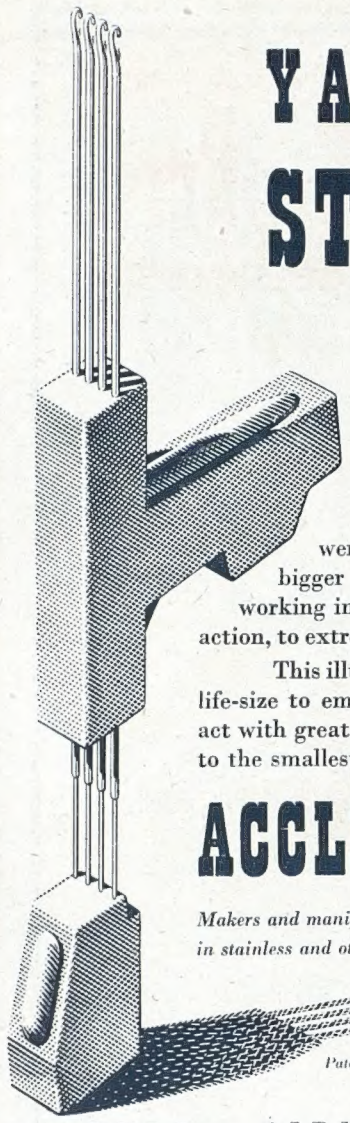

YARN ABOUT STEEL TUBES

There is usually something interesting in Accles & Pollock's post bag — apart from attempts at spelling the name. A recent example was a request for very small diameter stainless steel tubes to be used in the manufacture of needles for high speed warp knitting machines. There were to be two steel tubes, the larger no bigger than a medium darning needle — one working inside the other with a rapid reciprocating action, to extremely fine limits of accuracy.

This illustration has been made much larger than life-size to emphasize the point that Accles & Pollock act with great precision in reducing industrial problems to the smallest dimensions, with steel tubes.

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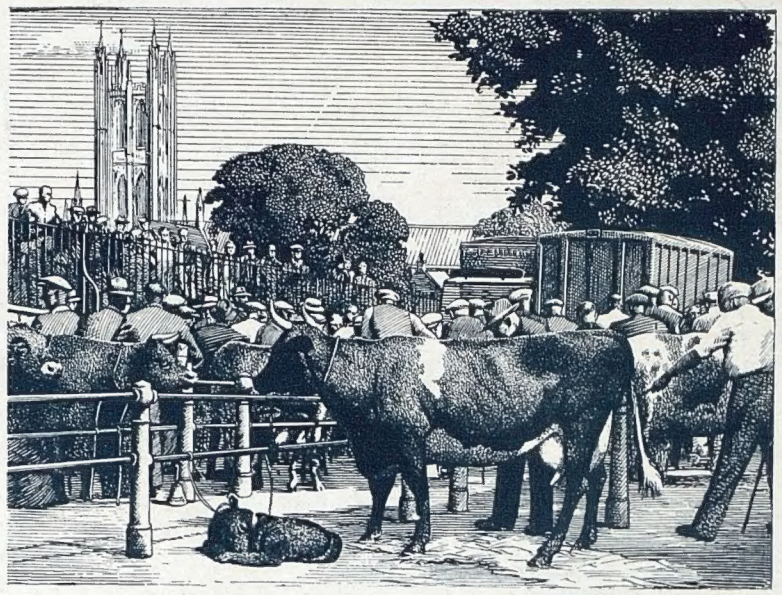

The Cattle Market, Canterbury.

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